



**DATE:** May 19, 2014

**TO:** Mayor, City Council, and City Manager

**FROM:** Paul Jarvis, Traffic Management Coordinator

**RE:** Engineering Memo –2014 Collector Street Reconfiguration Program

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*This information was requested at the April 9, 2014 City Council Study Session*

The enclosed table includes the number of trucks (including busses), as well as trucks as a percentage of daily traffic for Normandale Boulevard, West 106<sup>th</sup> Street and a few other locations in the City for reference.

| Location             | Near          | Daily Traffic | Daily Trucks | % of Daily Traffic |
|----------------------|---------------|---------------|--------------|--------------------|
| W. Old Shakopee Road | Kell Ave.     | 20000         | 2600         | 13.0%              |
| Normandale Boulevard | Northwood Rdg | 19800         | 2356         | 11.9%              |
| W. 90th Street       | Girard Ave.   | 12800         | 1536         | 12.0%              |
| W. 106th Street      | Morgan Ave    | 9500          | 532          | 5.6%               |
| E. 86th Street       | Clinton Ave.  | 7300          | 423          | 5.8%               |

Accidents at the intersection of W 106<sup>th</sup> Street and Penn Avenue

- There have been 3 accidents reported at or near this intersection in the last 10 years. Of the three, two were rear end and one right angle crash.

*This information was included in the April 9, 2014 Study Meeting item material*

**2014 Reconfiguration Program**

The following roadways are all located in the industrial area south of Old Shakopee Road between Bloomington Ferry Road and Normandale Boulevard. This area will receive a seal coat in the summer of 2014. Staff will prepare options for roadway striping to create ATP connections and will host an open house for the surrounding neighborhoods adjacent to these roadways.

- **Bush Lake Road:** Old Shakopee Road to W 110<sup>th</sup> Street
  - Currently a four lane divided/undivided
  - Considered a partial reconfiguration of roadway south of W 109<sup>th</sup> Street to a 2-lane
  - **Staff Recommendation – 4-Lane, leave as is**
- **W 110<sup>th</sup> Street:** Bush Lake Road to Hampshire Avenue
  - Currently a four lane undivided
  - Consider a 2-lane configuration in conjunction with Bush Lake Road
  - **Staff Recommendation – 4-Lane, leave as is**
- **Hampshire Avenue:** Old Shakopee Road to South Terminus
  - Currently a four lane undivided
  - Consider a 2-lane configuration
  - ATP designation - Bikeway (Lane or Route)
  - **Staff Recommendation – 2-Lane, with shoulders**
- **W 111<sup>th</sup> Street:** Hampshire Avenue to Nesbitt Avenue
  - Currently a four lane undivided
  - Consider a 2-lane configuration.
  - ATP designation - Bikeway (Lane or Route)
  - **Staff Recommendation – 2-Lane, with shoulders**
- **Nesbitt Avenue:** W 111<sup>th</sup> Street to Old Shakopee Road
  - Currently a four lane undivided
  - Consider a 2-lane configuration
  - ATP designation - Bikeway (Lane or Route)
  - Segment to the north of Old Shakopee Road was previously converted from 4-lanes to 2-lanes.
  - **Staff Recommendation – 2-Lane, with shoulders**
- **Veness Road:** Bloomington Ferry Rd to West Bush Lake Rd
  - Currently a 4-lane undivided roadway
  - Vertical curvature on most of the alignment
  - Consider a 2-lane or 3-lane configuration
  - Designated as Core-Linking trail (off road) - Veness Road (Bloomington Ferry to West Bush Lake
  - **Staff Recommendation – 3-Lane, with shoulders**
- **W 106<sup>th</sup> Street:** Humboldt Avenue to Xerxes Avenue
  - Currently a four lane undivided roadway
  - ATP designation - Bikeway (Lane or Route)
  - This segment was part of the 2012 106<sup>th</sup> Street Corridor Traffic Study
    - Study recommendation was for a 3-lane configuration that transitions back to 4-lanes at Humboldt
    - Will conduct public open house to inform the surrounding neighborhood of the possible change and gather feedback
    - Public Hearing
  - **Staff Recommendation – 3-Lane, with shoulders**

### **Open Houses**

Staff conducted two separate open houses, one for the W 106<sup>th</sup> Street and another for the remaining list of streets. At the open houses, the residents were shown, proposed cross-section and informational boards and asked to provide comments and indicate preferred options.

- Open House #1 February 3, 2014 – W 106<sup>th</sup> Street – approximately 47 residents attended
- Open House #2 March 24, 2014 – remaining program streets – 3 residents attended.

All comments that were gathered for these roadways are included in the enclosure packet.

### **Collector Street Program Information**

The following program information was provided to the Council in the CMI the week of January 6, 2014, prior to the resident open houses. This info is re-included for your information if needed.

#### **Background**

The City maintains an aggressive pavement management program which results in several miles of city streets being either seal coated (i.e. “chip seal), overlaid (2” of new asphalt) or entirely reconstructed each year. Because existing pavement markings have to be replaced as part of that work, staff uses the opportunity to evaluate the existing lane markings to see if changes are warranted, per the Collector Street Striping Reconfiguration Policy that was adopted by Council in 2004. The complete policy is available for review on the City website, (keyword Traffic Management), and additional background about its development is included with this memo.



#### **Traffic Management**

The City of Bloomington engages in several forms of traffic management (sometimes referred to as traffic calming), with the Collector Street Reconfiguration Program being one of them. Another is the Local Street Traffic Management Program which addresses local, neighborhood street speed and volume concerns. The Local Program is a resident driven program, where residents who have a concern can fill out an application for traffic calming on their street. This program uses both active and passive techniques and tools to accomplish its goals. Examples of active tools are speed tables, traffic circles; passive examples are roadway restriping, traffic signs. More information about this program is available on the city’s webpage (keyword Traffic Management). Another traffic management tool Public Works has recently been utilizing is driver feedback radar speed signs. Public Works currently has 12 of these signs in use throughout the city.

#### **Complete Streets**

On February 27, 2012 The Bloomington City Council adopted a Complete Streets Policy. The goals of this Policy are to develop a balanced transportation system that will enhance safety, health and livability for users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists. More information about the Complete Street Policy can be found on the City’s webpage (keyword Complete Streets Policy).

City Engineer Shelly Pederson chaired the Complete Streets Committee (2011-2012) for the City Engineer Association in Minnesota. This committee studied, made recommendations and guided the implementation of changes to the Minnesota State Aid Rules (design standards) for on-road bicycle facilities.

**Collector Street Striping Reconfiguration Program**

The Collector Street Striping Reconfiguration Program was developed in 2004 and was originally created to address residents' growing concerns about speeding on Bloomington's roadways. Collector Streets are roadways that are intended to carry traffic from the Local streets (residential roadways that typically have no striping and relatively low volumes and get people from their front door to a higher classification roadway) to the Arterial roadways (the roadways designated to move vehicles longer distances and/or onto the highway or interstate system, i.e. Lyndale Avenue or 98<sup>th</sup> Street). The goal of this program was to try to reduce vehicle speeds on Collector Streets without moving the curb lines (with primarily paint changes) and in a way that did not restrict travel on these roadways, but encourages drivers to drive at a lower speed to improve safety and neighborhood livability. Through the years, the program has developed into a way to not only address the speeding concerns on a roadway, but to improve safety for left turning vehicles on the roadway and provide a dedicated space for bicyclists on corridors identified as priorities in the City's Alternative Transportation Plan.

Over the past 10 program years, the City has reconfigured 33 street segments, improving approximately 2 miles of city roadways.